

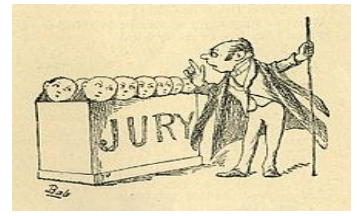
July 2015
Monthly Report



CITY OF RIDGECREST

City Manager Memo

City of Ridgecrest 2014-15 Grand Jury Report



At the regular City Council meeting of July 1, 2015, the City Council considered the Grand Jury Final Report concerning the City of Ridgecrest. The report was the result of an inquiry by the Grand Jury. The purpose of the inquiry was to review the operation and management of the City and make factual determinations. The report contained findings and a recommendation. The findings were as follows:

1. The City has a well-educated populace with a high percentage of people who hold advanced graduate degrees.
2. The City is mostly graffiti free with three graffiti patrol employees and approximately 50 volunteers.
3. NAWS China Lake makes the City a "Company Town" and the largest employer in the area.
4. The population of the City is over 27,000 according to the 2010 US Census.
5. The Ridgecrest area is served by the Sierra Sands Unified School District (District) which consists of two high schools, two middle schools, five elementary schools, and one continuation school. Several District facilities are located on the NAWS China Lake installation. The District also serves Inyokern and Johannesburg, each with one elementary school.
6. Cerro Coso Community College was established in 1973 as a separate college within the Kern Community College District. Cerro Coso has five instructional sites (Eastern Sierra Center Bishop, Eastern Sierra Center Mammoth, Indian Wells Valley, Kern River Valley, and South Kern) which together form the largest geographical service area (18,000 square miles) of any community college in California. Together these locations serve a population of approximately 85,000. The Cerro Coso Community College has an enrollment of about 24,000 students throughout its five locations.
7. The City has a number of cultural attractions:
 - Museums: Desert Tortoise Natural Area
 - Historic Rand Mining District
 - Maturango Museum
 - Parks:
 - Naval Museum of Armament and Technology
 - Freedom Park
 - Helmer's Park
 - James M. Pearson Memorial Park
 - Kerr McGee Community Center
 - Kerr McGee Youth Sports Complex
 - Leroy Jackson Park Sports Complex
 - Moyer Park
 - Ridgecrest Skate Park
 - Sgt. John Pinney Memorial Pool
 - Upjohn Park



The Grand Jury Report's **Recommendation** was:

As the City of Ridgecrest is predominately a "Company Town" with one major employer, the City should seek to develop a broader employer base.

At a regular meeting of the City Council on July 15, 2015, the Council discussed and approved a response letter regarding the Grand Jury Report.

Kern Council of Governments Presentation Regarding The 2015 Community Survey

At a regular meeting of the City Council on July 1, 2015, Ms. Becky Napier of the Kern Council of Governments presented The 2015 Community Survey. The survey was conducted by Godbe Research. The firm interviewed residents of Kern County by telephone. The survey covered various topics including Quality of Life, Housing, Taxes, Transportation, and Demographics. The final report, consisting of 786 pages is available at the KernCOG website at <http://www.kerncog.org/publications/quality-of-life-survey>

The research objectives included the following:

- ⇒ Gauge residents' overall opinion of current and future quality of life in their city or town;
- ⇒ Survey the importance of specific issues related to future quality of life in the County;
- ⇒ Identify housing preferences;
- ⇒ Understand the daily commute behavior of the average resident;
- ⇒ Assess bike and pedestrian issues;
- ⇒ Identify any differences in opinion due to demographic and/or behavioral characteristics; and
- ⇒ Provide comparisons with past surveys as applicable.

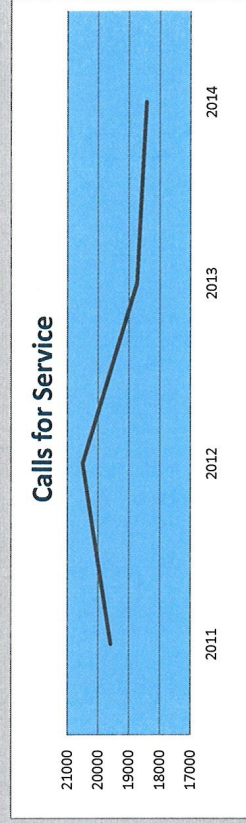
Ms. Napier presented the survey, highlighting key points and concerns affecting the City of Ridgecrest.



June 2015

Performance Measures

Performance Measures		Monthly Comparison			Year to Date		
		June 14	June 15	% Change	2014	2015	% Change
Patrol Activity							
Total Incidents							
Calls for Service							
Officer Initiated Incidents							
Traffic Stops							
Other OIA Incidents							
Reports Taken							
Total Arrests							
Felony Arrests							
Juvenile Arrests							
Drug Related							



Traffic

Traffic	Monthly Comparison				Year To Date	
	June 14	June 15	% Change	2014	2015	% Change
Citations	51	53	0%			0%
Moving	7	12	4%	412	266	-35%
Non-Moving	3	8	71%	47	110	134%
RMC Violation	3	8	167%	48	56	17%
Collisions	14	9	-36%	101	104	3%
Fatal	0	0	0%	0	1	100%
Injury	2	4	100%	26	29	12%
Non-Injury	11	5	-55%	69	66	-4%
DUI Related	1	0	-100%	6	8	33%

Top 5 Collision Intersections YTD	
1. S. China Lake Blvd./Church Ave.	Top 5 PCFs YTD
2. W. Bowman Rd./Mahan	1. Unsafe turning movement (22107)
3. S. China Lake Blvd./S. Church Ave.	2. Fail to yield
4. E. California Ave./S. Sunland St.	3. Fail to stop at red light
5. E. Upjohn Ave./S. Richmond Rd.	4. Unsafe speed
	5. Unsafe turning movement

1. S. China Lake Blvd./Church Ave.
2. W. Bowman Rd./Mahan

<ol style="list-style-type: none"> 1. S. China Lake Blvd./Church Ave. 2. W. Bowman Rd./Mahan 3. S. China Lake Blvd./S. Church Ave. 4. E. California Ave./S. Sunland St. 5. E. Upjohn Ave./S. Richmond Rd. 	<ol style="list-style-type: none"> 1. Unsafe turning movement (221077) 2. Fail to yield 3. Fail to stop at red light 4. Unsafe speed 5. Unsafe turning movement
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Year to Date

Year	Percentage (%)
2011	68
2012	70
2013	65
2014	68



2015 Monthly Part 1 Crime Report

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	year to date % chg 2015/2014
2015														
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
Rape	1	0	2	1	2	4	0	0	0	0	0	0	10	900%
Robbery	0	3	3	4	0	1	0	0	0	0	0	0	11	120%
Aggravated Assault	11	11	8	7	10	4	0	0	0	0	0	0	51	-12%
Simple Assault	15	16	10	16	25	33	0	0	0	0	0	0	115	11%
Burglary	17	11	11	16	11	10	0	0	0	0	0	0	76	15%
Larceny	30	24	40	34	42	33	0	0	0	0	0	0	203	54%
Auto Theft	2	2	6	2	7	2	0	0	0	0	0	0	21	-13%
Arson	1	1	1	1	0	0	0	0	0	0	0	0	4	100%
Total Part One	77	68	81	81	97	87	0	0	0	0	0	0	491	25%
% Change Same Month Previous Year	-5%	11%	45%	17%	64%	32%	0%	0%	0%	0%	0%	0%		



TESS SLOAN

***JULY'S WINNER FOR THE
EVENT COMMITTEE DRAWING***

***She received a gift card to
Baskin Robbins!!***



Don't miss out on your chance to WIN, start your payroll deduction to donate for our Staff fund. Help make our employee gatherings more fun and maybe more often. Just fill out the attached form and turn into HR. Not okay with payroll deduction, but want to help? Make a cash donation instead, just see Trish in HR and we can include you in the drawing for the month or months depending on the amount.



Public Works Department

TRAFFIC CONTROL- BACKGROUND



Introduction

All traffic control devices (traffic signals, signs, stripe, and delineation), speed zones, street lights and school traffic control used in the City are intended to conform either to the State of California Traffic Manual, the Federal Manual on Uniform Traffic Control Devices (MUTCD), the State MUTCD, or policy resolutions of the City Council. The California Traffic Manual and State MUTCD are in substantial agreement with the Federal MUTCD. In cases of disagreement, the California Traffic Manual and State MUTCD are the references that take precedence in this state.

Purpose of Traffic Control Devices

The purpose of traffic control devices is to promote safety on City, County, State and Federal roadways by providing for the orderly and efficient movement of traffic and to warn, guide and regulate traffic in a consistent and effective manner.

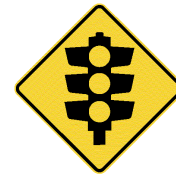
Requirements of Traffic Control Devices

The MUTCD lists five basic requirements necessary for a traffic control device to be effective. They are:

1. Fulfill a need.
2. Command attention.
3. Convey a clear, simple meaning.
4. Command respect of road users.
5. Give adequate time for proper responses.

Uniformity of meaning is vital to effective traffic control devices. In order to insure this uniformity of meaning, there are five considerations that must be employed. They are:

1. Design
2. Placement
3. Application
4. Maintenance
5. Uniformity



Simply stated, uniformity of meaning is the treatment of similar situations in the same way. The use of uniform traffic control devices does not, in itself, constitute uniformity. A standard device used where it is not appropriate is as objectionable as a non standard device; in fact, this may be worse, in that such misuse may result in disrespect at those locations where the device is needed

Engineering Study Required

The MUTCD states that the decision to use a particular device at a particular location should be made on the basis of an engineering study of the location. The California Vehicle Code, Section 21400 provides that Caltrans shall, after consultation with local agencies, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices and that only those official devices shall be placed upon a street or highway. Those rules and regulations take the form of the State Traffic Manual and MUTCD. Section 21351 gives local agencies authority to place and maintain such official devices.

Public Works Department



Uniformity and Liability

Uniformity of the design, application and maintenance of traffic control devices is an important factor in reducing an agency's liability and risk. As courts throughout the nation either modify, or even eliminate immunities which have provided public agencies their major defense, uniformity of design and application and compliance with accepted practices, policies or guidelines become the best measures for reducing tort liability.

Support for Uniformity

In addition to the Federal MUTCD, the State MUTCD, and the California Traffic Manual, other organizations are actively seeking a national standard for traffic control. The Institute of Transportation Engineers (ITE) offers texts, training courses and seminars on traffic control, tort liability, school areas control and other areas affecting the work of Traffic and Transportation Engineers.

The Institute of Transportation Studies (I.T.S.) of the University of California has been a leader in the area of traffic engineering studies and acts as consultant to Caltrans on a continuing basis.

The Automobile Club of Southern California staffs a complete traffic engineering department and has been a leader in the area of traffic control uniformity. Many of their publications on traffic engineering and traffic control are used by the City, as resources when responding to public requests.

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Engineering Department

The Engineering Department has been working on design projects most of the last couple of months and hoping that we will be able to get paving done towards the end of paving season. Some of the projects that we have been working on are:

- 1) Bowman Road from Downs Street to Primrose Avenue
- 2) Richmond Road from the Fairgrounds to Ridgecrest Boulevard (Hwy 178) to include a new Bike Path that would extend from the existing bike path at Richmond Road to the Park and Ride on Ridgecrest Boulevard.
- 3) Rader Ave. between Nevada and Downs

The largest project that the Department has out to bid at this time is the Transit Bus Garage/ Corporation Yard. These projects will have bid openings at the end of July beginning of August with a start date of late September.



You might have noticed that throughout the community intersections and traffic signal heads have been replaced or restriped. This is part of a Highway Safety Improvement Program Grant that the City received and is now in the construction phase and completing by the end of July. The program was intended to upgrade the traffic signal heads and improve ADA ramps, pedestrian crossings and new stop signs with the new Retroreflectivity to meet federal requirements.

In the next couple of weeks our consultant will be looking at streets that our in our Three Year Pavement Management System and establishing

Wastewater Department

- The City of Ridgecrest Wastewater Treatment Facility operated within design and compliance directives issued under Board Order No. 6-00-56.
- The Department inspected and passed (1) new connection to the sanitary sewage system.
- The Department responded to (1) request for service, which was a homeowner lateral replacement.
- The Department as compliance with SSMP/SSO performed line maintenance on 1,550 ft. of main line collection system.
- The Reclamation Department reclaimed 9.83 million gallons of secondary effluent for use as fodder crop irrigation.
- The Department is applying Boric Acid Solution to the main line collection system, for control of pestilence (Roaches).
- The Department as routine plant maintenance is inspecting and painting the safety barriers.

